

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**49**

King & Queen County

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

---

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

-  Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
-  ALT - Alternate Route
-  Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
14	The Trail	King & Queen County	6.14	420	G	75%	1%	3%	2%	19%	0%	F	0.106	F	0.529	430	G
		From: US 360; St Stephens Church															
		To: 49-629 Walkerton Rd															
14	The Trail	King & Queen County	1.81	600	G	75%	1%	3%	2%	19%	0%	F	0.084	F	0.613	610	G
		From: 49-620 W, Duck Pond Rd															
		To: 49-617 Carletons Corner Rd															
14	The Trail	King & Queen County	9.74	360	G	75%	1%	3%	2%	19%	0%	C	0.106	F	0.568	370	G
		From: 49-617 Carletons Corner Rd															
		To: 49-614 Clifton Lane															
14	The Trail	King & Queen County	6.81	2900	G	75%	1%	3%	2%	19%	0%	F	0.096	F	0.533	2900	G
		From: 49-614 Clifton Lane															
		To: SR 33 Shackelfords															
14	33 The Trail	King & Queen County	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000	G
		From: SR 33 Shackelfords															
		To: SR 33 Shackelfords Fork															
14	The Trail	King & Queen County	4.95	3900	G	90%	1%	1%	3%	6%	0%	C	0.099	F	0.649	4000	G
		From: SR 33 Shackelfords Fork															
		To: SR 33 Lewis Puller Mem Hwy															
		To: Gloucester County Line															
33		King & Queen County	3.30	15000	G	90%	1%	1%	2%	7%	0%	C	0.082	F	0.645	15000	G
		From: King William County Line															
		To: 49-678															
33		King & Queen County	0.14	14000	G	90%	1%	1%	2%	7%	0%	F	0.079	F	0.650	14000	G
		From: 49-678															
		To: SR 14 Buena Vista Rd, Shackelfords Fork															
33	14 The Trail	King & Queen County	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000	G
		From: SR 14 Shackelfords															
		To: SR 14 Shackelfords Fork															
33	Lewis Puller Mem Hwy	King & Queen County	2.61	7500	G	90%	1%	1%	2%	7%	0%	F	0.078	F	0.612	7700	G
		From: SR 14 Shackelfords Fork															
		To: SR 14 Buena Vista Rd, Shackelfords Fork															
		To: Gloucester County Line															
360		King & Queen County	2.91	11000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.71	11000	G
		From: Gloucester County Line															
		To: King William County Line															
360		King & Queen County	6.29	9000	G	90%	1%	1%	3%	6%	0%	C	0.084	F	0.708	9200	G
		From: King William County Line															
		To: SR 14															
		To: Essex County Line															

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(600) Pine Tree Rd	1.48	20	R									NA		NA		06/11/2003
			From:	49-616 Mt Zion Rd												
			To:	49-617 Exol Rd												
(601) Cherry Row Ln	1.39	60	R									NA		NA		06/17/2003
			From:	Dead End												
(601) Cherry Row Ln	0.91	90	R									NA		NA		06/17/2003
			From:	1.39 MN Dead End												
(601) Stratton Major Rd	3.40	190	G	97%	0%	2%	0%	1%	0%	C	0.126	F	0.583	200	G	2005
			From:	49-605 S, Plain View Lane												
			To:	49-605 N, York River Rd												
(601) Liberty St	1.25	270	R									NA		NA		06/26/2003
			From:	SR 14 W, Buena Vista Rd												
			To:	SR 14 E, Buena Vista Rd												
(601) Liberty St	0.08	40	R									NA		NA		06/26/2003
			From:	SR 33 Lewis Puller Mem Hwy												
(601) Liberty St	0.05	20	R									NA		NA		06/26/2003
			From:	T Intersection												
(601) Liberty St	0.03	NA										NA		NA		
			From:	Southwest Dead End												
			To:	Northeast Dead End												
			To:	T Intersection												
(602) Melrose Landing Rd	1.20	40	R									NA		NA		06/11/2003
			From:	Dead End												
(602) Truhart Rd	1.00	70	R									NA		NA		06/26/2003
			From:	SR 14												
(602) Truhart Rd	3.60	20	R									NA		NA		06/26/2003
			From:	1.00 MN SR 14												
(602) Wares Church Rd	3.67	80	G	87%	1%	5%	1%	5%	1%	C	0.194	F	0.539	90	G	2005
			From:	49-614 Devils 3 Jump Rd												
			To:	Middlesex County Line												
(603) Lombardy Rd	4.39	180	G	92%	0%	3%	2%	3%	0%	F	0.115	F	0.644	180	G	2005
			From:	SR 14 The Trail												
(603) Dragon Bridge Rd	0.86	380	G	92%	0%	3%	2%	3%	0%	C	0.107	F	0.575	390	G	2005
			From:	49-610 Coldwater Rd; Elsom Mascot Rd												
			To:	Middlesex County Line												
(604)	0.70	220	R									NA		NA		06/11/2003
			From:	49-614 Poplar Grove Rd; Rock Spring Rd												
			To:	Essex County Line												
(605) Chain Ferry Rd	0.03	20	R									NA		NA		08/15/2000
			From:	Dead End												
(605) Chain Ferry Rd	1.31	150	R									NA		NA		08/15/2000
			From:	49-674 Shepards Warehouse Rd												
(605) York River Rd	3.46	960	G	93%	0%	1%	2%	3%	0%	C	0.089	F	0.611	980	G	2005
			From:	SR 33												
(605) York River Rd	1.39	520	G	93%	0%	1%	2%	3%	0%	F	0.087	F	0.723	530	G	2005
			From:	49-606 Taylorsville Rd												
(605) Plain View Ln	0.61	520	N	93%	0%	1%	2%	3%	0%	N	0.087	N	0.723	530	N	2005
			From:	49-601 N, Cherry Row Lane												
(605) Plain View Ln	2.68	170	R									NA		NA		08/08/2000
			From:	49-601 S, Cherry Row Lane												
			To:	SR 14 Buena Vista Rd												
(606) Taylorsville Rd	2.40	110	R									NA		NA		08/08/2000
			From:	49-605 York River Rd												
			To:	49-601 Stratton Major Rd												

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(607) Crouches Rd	1.10	20	R								NA			NA		06/19/2003
From: 49-631 Poor House Lane																
To: 49-617 E, Providence Rd																
(607) Princess Rd	1.40	30	R								NA			NA		06/09/2003
From: 49-617 W, Providence Rd																
To: Essex County Line																
(608) Clancie Rd	0.17	930	G	92%	0%	4%	0%	4%	0%	C	0.096	F	0.607	950	G	2005
From: 49-678 Riverview Ave																
To: 49-700 Airville Rd																
(608) Clancie Rd	2.73	540	G	92%	0%	4%	0%	4%	0%	F	0.107	F	0.687	550	G	2005
From: 49-609 W, New Hope Rd																
To: 49-609 E, New Hope Rd																
(608) Royal Oak School Rd	1.89	150	R								NA			NA		10/03/2000
From: 1.89 MN 49-609																
(608) Royal Oak School Rd	0.29	40	R								NA			NA		10/03/2000
From: Cul-de-Sac																
To: Dead End																
(609) Mt Olive Bottom Rd	0.60	30	R								NA			NA		06/26/2003
From: 49-614 N, Devils 3 Jump Rd																
To: 49-614 S, Devils 3 Jump Rd																
(609) Iris Rd	0.64	90	R								NA			NA		06/26/2003
From: 0.64 ME 49-614																
(609) Iris Rd	2.31	2	R								NA			NA		06/26/2003
From: 49-613 Dabney Rd																
(609) Iris Rd	0.30	30	R								NA			NA		06/26/2003
From: 49-611 Tastine Rd																
(609) Iris Rd	1.80	2	R								NA			NA		06/26/2003
From: 49-603 Lombardy Rd; Gap																
To: 49-610 Elsom Mascot Rd; Gap																
(609) New Hope Rd	5.80	180	R								NA			NA		06/26/2003
From: SR 33 Lewis Puller Mem Hwy																
To: SR 14 The Trail																
(610) Elsom Mascot Rd	3.65	420	G	94%	0%	3%	1%	1%	0%	C	0.093	F	0.816	420	G	2005
From: 49-609 New Hope Rd																
(610) Elsom Mascot Rd	1.89	380	G	94%	0%	3%	1%	1%	0%	F	0.103	F	0.568	390	G	2005
From: 49-603 Dragon Bridge Rd; Lombardy Rd																
(610) Coldwater Rd	1.19	120	R								NA			NA		09/20/2000
From: 49-656																
(610) Coldwater Rd	2.14	100	R								NA			NA		09/20/2000
From: 49-613 Dabney Rd																
(610) Piedmont Rd	2.30	90	R								NA			NA		09/20/2000
From: 49-602 E, Wares Church Rd																
To: 49-602 W, Wares Church Rd																
(610) Timber Branch Rd	1.40	60	R								NA			NA		09/20/2000
From: 49-614 E, Devils 3 Jump Rd																
(610) Dragonville Rd	0.70	230	G	85%	2%	2%	7%	5%	0%	C	0.087	F	0.714	240	G	2005
From: 49-614 W, Rock Spring Rd																
(610) Hickory Hill Rd	0.20	50	R								NA			NA		09/11/2000
From: 49-616 E, Liberty Hall Rd																
(610) Hickory Hill Rd	0.85	60	R								NA			NA		06/11/2003
From: 0.85 MN 49-616																
(610) Liberty Hall Rd	0.75	2	R								NA			NA		06/11/2003
From: 49-615 Union Hope Church Rd																
(610) Spring Garden Rd	1.70	30	R								NA			NA		06/11/2003
From: 49-616 W, Liberty Hall Rd; Mt Zion Rd																

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(611) Tastine Rd	2.00	20	R								NA		NA			06/26/2003
(611) Tastine Rd	1.00	40	R								NA		NA			06/26/2003
(611) Water Ln	1.60	140	R								NA		NA			06/26/2003
(612) Lily Pond Rd	0.30	100	R								NA		NA			06/11/2003
(612) Lily Pond Rd	2.77	10	R								NA		NA			06/11/2003
(612) Lily Pond Rd	1.53	130	R								NA		NA			06/11/2003
(613) Allens Mill Pond Rd	1.10	9	R								NA		NA			06/26/2003
(613) Dabney Rd	4.10	50	R								NA		NA			06/26/2003
(614) Clifton Ln	1.90	20	R								NA		NA			06/26/2003
(614) Devils 3 Jump Rd	0.90	1100	G	38%	5%	2%	13%	42%	0%	C	0.084	F	0.528	1100	G	2005
(614) Devils 3 Jump Rd	1.00	1200	G	38%	5%	2%	13%	42%	0%	F	0.091	F	0.519	1300	G	2005
(614) Devils 3 Jump Rd	0.80	1200	G	38%	5%	2%	13%	42%	0%	F	0.093	F	0.515	1200	G	2005
(614) Devils 3 Jump Rd	1.30	230	G	38%	5%	2%	13%	42%	0%	F	0.094	F	0.58	240	G	2005
(614) Devils 3 Jump Rd	1.00	140	G	38%	5%	2%	13%	42%	0%	F	0.116	F	0.796	140	G	2005
(614) Rock Spring Rd	4.65	60	R								NA		NA			09/11/2000
(614) Rock Spring Rd	0.70	110	R								NA		NA			09/07/2000
(614) Poplar Grove Rd	3.30	30	R								NA		NA			06/11/2003
(615) Union Hope Church Rd	1.40	30	R								NA		NA			06/11/2003
(616) Mt Zion Rd	3.20	120	R								NA		NA			06/11/2003
(616) Liberty Hall Rd	3.70	120	N								NA		NA			06/11/2003
(617) Providence Rd	2.20	90	R								NA		NA			06/09/2003
(617) Providence Rd	2.00	70	R								NA		NA			06/09/2003

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(617) White House Ln	1.80	60	R			From: 49-612 N, Lily Pond Rd					NA			NA		06/11/2003
(617) Exol Rd	2.60	60	R			From: 49-614 Popular Grove Rd					NA			NA		06/11/2003
(617) Carletons Corner Rd	4.90	100	R			From: 49-616 Mt Zion Rd					NA			NA		06/11/2003
(618) Shilo Rd	1.00	20	R			From: SR 14 The Trail					NA			NA		06/09/2003
(619) Owens Mill Rd	2.80	460	G	97%	2%	1%	0%	0%	0%	F	0.091	F	0.727	460	G	2005
(619) Owens Mill Rd	1.80	370	G	97%	2%	1%	0%	0%	0%	C	0.109	F	0.524	370	G	2005
(619) Owens Mill Rd	3.00	300	G	97%	2%	1%	0%	0%	0%	F	0.111	F	0.569	310	G	2005
(620) Duck Pond Rd	2.20	20	R			From: 49-633 Stones Rd					NA			NA		06/09/2003
(620) Powcan Rd	2.89	170	G	93%	0%	4%	0%	3%	0%	F	0.152	F	0.58	170	G	2005
(620) Powcan Rd	1.00	520	G	93%	0%	4%	0%	3%	0%	C	0.096	F	0.655	530	G	2005
(621) Bruinton Rd	3.80	550	G	93%	0%	3%	0%	4%	0%	C	0.095	F	0.52	560	G	2005
(622) Minor Rd	0.49	420	G	97%	0%	2%	0%	0%	0%	C	0.12	F	0.653	420	G	2005
(623) Indians Neck Rd	1.05	210	G	93%	2%	2%	1%	2%	0%	C	0.086	F	0.556	210	G	2005
(623) Indians Neck Rd	4.60	170	R			From: 49-635 S, Bradley Farm Rd					NA			NA		08/01/2000
(623)	1.80	30	R			From: 49-635 N, Bradley Farm Rd					NA			NA		06/02/2003
(624) Root Swamp Rd	1.13	140	R			From: 49-619 Owens Mill Rd					NA			NA		06/02/2003
(624) Root Swamp Rd	1.97	80	R			From: 49-635 Bradley Farm Rd					NA			NA		06/02/2003
(625) Byrds Mill Rd	1.60	180	G	93%	3%	3%	1%	1%	0%	F	0.127	F	0.56	180	G	2005
(625) Byrds Mill Rd	1.00	220	G	93%	3%	3%	1%	1%	0%	F	0.115	F	0.517	230	G	2005
(625) Byrds Mill Rd	1.50	170	G	93%	3%	3%	1%	1%	0%	C	0.125	F	0.565	180	G	2005
(625) Byrds Mill Rd	1.10	120	R			From: 49-649 Kays Lane					NA			NA		06/27/2000
(625) Byrds Mill Rd	2.00	70	R			From: 49-641 Salvia Rd					NA			NA		06/27/2000
						From: Caroline County Line										

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(626) Roseville Rd	0.46	7	R													06/02/2003
From: 49-623 Indians Neck Rd																
(626) Roseville Rd	0.04	3	R													06/02/2003
From: 0.46 MN 49-623																
To: Dead End																
(627) Roundabout Route Rd	2.04	80	R													06/27/2000
From: Caroline County Line																
To: 49-721 Newtown Rd																
(628) Green Chambers Rd	0.50	60	N													06/02/2003
From: US 360																
To: 49-642; Pattie Swamp Rd																
(628) Pattie Swamp Rd	1.00	60	R													06/02/2003
From: 49-642 Green Chambers Rd																
To: 49-721 S, Newtown Rd																
(628) Todds Bridge Rd	1.20	220	R													06/02/2003
From: 49-721 N, Newtown Rd																
To: 1.20 MW 49-721																
(628) Todds Bridge Rd	1.40	40	R													06/02/2003
From: 2.60 MW 49-721 GAP																
To: Dead End; Gap																
(628) Poplar Hill Rd	1.80	20	R													06/02/2003
From: 49-639 Eastern View Rd																
(628) Poplar Hill Rd	1.80	80	R													06/02/2003
From: 49-625 Byrds Mill Rd																
(628) Spring Cottage Rd	1.90	220	G	96%	0%	1%	1%	2%	0%	C	0.12	F	0.643	230	G	2005
To: King William County Line																
(629) Walkerton Rd	3.10	980	G	94%	1%	1%	0%	4%	0%	C	0.094	F	0.6	1000	G	2005
From: King William County Line																
To: SR 14 The Trail																
(630) Deshazo Rd	2.50	140	R													06/09/2003
From: 49-631 Poor House Lane																
To: 49-612 Lily Pond Rd																
(631)	1.45	130	R													06/11/2003
From: Dead End																
To: SR 14 E, The Trail																
(631) Bunker Hill Rd	2.60	640	G	93%	1%	5%	0%	1%	0%	C	0.099	F	0.607	650	G	2005
From: SR 14 W, The Trail																
To: 49-632 Hockle Rd																
(631) Poor House Ln	1.45	310	G	93%	1%	5%	0%	1%	0%	F	0.097	F	0.571	310	G	2005
From: SR 14 SOUTH; 49-633 Stones Rd																
To: SR 14 NORTH																
(631) Poor House Ln	1.58	210	G	93%	1%	5%	0%	1%	0%	F	0.089	F	0.55	210	G	2005
From: 49-630 Deshazo Rd																
(631) Poor House Ln	2.54	290	G	93%	1%	5%	0%	1%	0%	F	0.1	F	0.567	300	G	2005
From: 49-620 E. Powcan Rd																
To: 49-620 W. Powcan Rd																
(631) Norwood Rd	3.03	80	R													06/09/2003
From: SR 14 E, The Trail																
To: SR 14 W, The Trail																
(631) Fleets Mill Rd	0.98	120	R													06/09/2003
From: 49-672 Holmestown Rd																
(631) Fleets Mill Rd	1.44	160	R													06/02/2003
From: 1.44 MW 49-672																
(631) Fleets Mill Rd	0.06	180	R													06/02/2003
From: US 360 EAST																
To: US 360 WEST																
(631) Smithfield Rd	2.20	360	G	96%	1%	2%	0%	1%	0%	C	0.096	F	0.71	370	G	2005
From: 49-650 Smithfield School Rd																

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(631) Smithfield Rd	2.15	90	R								NA		NA			06/02/2003
From: 49-650 Smithfield School Rd																
To: 49-619 Owens Manor Rd																
(632) Hockle Rd	1.79	460	G	94%	0%	4%	0%	1%	0%	C	0.093	F	0.535	470	G	2005
From: 49-633 Stones Rd																
To: 49-631 Poor House Ln; Bunker Hill Rd																
(633) Bendley Ln	0.27	4	R								NA		NA			06/09/2003
From: Dead End																
(633) Bendley Ln	0.65	49	R								NA		NA			06/09/2003
From: 49-675, N Blank Rd																
To: 49-634 S, Canterbury Rd																
(633) Rose Mount Rd	1.41	250	R								NA		NA			08/01/2000
From: 49-634 N, Canterbury Rd																
(633) Rose Mount Rd	0.30	210	R								NA		NA			08/01/2000
From: 49-636 W, Minter Lane																
(633) Rose Mount Rd	0.69	180	R								NA		NA			06/09/2003
From: 49-636 E, Pea Ridge Rd																
(633) Rose Mount Rd	1.31	210	R								NA		NA			06/09/2003
From: 0.69 ME 49-636																
(633) Stones Rd	1.70	160	R								NA		NA			08/01/2000
From: 49-629 N, Walkerton Rd																
To: 49-629 S, Walkerton Rd																
(633) Stones Rd	2.60	580	G	96%	0%	3%	0%	0%	0%	C	0.088	F	0.558	590	G	2005
From: 49-634 Mt Elba Rd																
(633) Stones Rd	2.60	80	R								NA		NA			08/23/2000
From: 49-632 Hockle Rd																
To: SR 14 The Trail; 49-631 Poor House Lane																
(634) Mt Elba Rd	1.35	640	G	88%	1%	2%	2%	6%	0%	F	0.098	F	0.6	650	G	2005
From: 49-633 Stones Rd																
To: 49-629 E, Walkerton Rd																
(634) Canterbury Rd	1.72	480	G	88%	1%	2%	2%	6%	0%	F	0.108	F	0.609	490	G	2005
From: 49-629 W, Walkerton Rd																
(634) Canterbury Rd	1.78	400	G	88%	1%	2%	2%	6%	0%	F	0.139	F	0.587	410	G	2005
From: 49-636 Miner Lane																
(634) Canterbury Rd	0.47	430	G	88%	1%	2%	2%	6%	0%	F	0.130	F	0.593	440	G	2005
From: 49-633 SOUTH																
(634) Canterbury Rd	2.07	770	G	88%	1%	2%	2%	6%	0%	C	0.101	F	0.521	790	G	2005
From: 49-633 N, Rose Mount Rd																
To: SR 14 The Trail																
(635) Bradley Farm Rd	1.19	360	G	92%	2%	2%	2%	2%	0%	C	0.101	F	0.79	370	G	2005
From: 49-721 Newtown Rd																
(635) Bradley Farm Rd	4.43	210	G	92%	2%	2%	2%	2%	0%	F	0.114	F	0.774	220	G	2005
From: 49-623 S, Indians Neck Rd																
To: Essex County Line																
(636) Minter Ln	2.00	190	R								NA		NA			06/09/2003
From: 49-634 Canterbury Rd																
To: 49-633 W, Rose Mount Rd																
(636) Pea Ridge Rd	2.00	170	R								NA		NA			06/09/2003
From: 49-633 E, Rose Mount Rd																
To: SR 14 The Trail																
(637) Chatham Hill Rd	1.40	190	R								NA		NA			06/09/2003
From: Dead End																
To: 49-634 Canterbury Rd																
(638)	0.20	20	R								NA		NA			06/09/2003
From: 49-620 S, Powcan Rd																
To: 49-620 N, Powcan Rd																

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(639) Eastern View Rd	0.45	100	R				49-628				NA			NA		06/02/2003
(639) Eastern View Rd	1.15	390	R				49-684				NA			NA		06/02/2003
(640) Lyneville Rd	1.00	230	R				49-721 Newtown Rd				NA			NA		06/02/2003
(640) Lyneville Rd	1.30	120	R				1.00 MN 49-721				NA			NA		06/02/2003
(641) Salvia Rd	2.00	90	R				49-623 Indians Neck Rd				NA			NA		06/02/2003
(642) Green Chambers Rd	0.30	80	R				49-652 Vessels Rd				NA			NA		06/02/2003
(642) Green Chambers Rd	0.30	80	R				US 360				NA			NA		06/02/2003
(643) Airport Rd	0.83	240	R				49-625 Byrds Mill Rd				NA			NA		08/15/2000
(643) Airport Rd	0.83	240	R				Dead End				NA			NA		08/15/2000
(644) Jonestown Rd	1.40	140	R				SR 33				NA			NA		06/17/2003
(644) Jonestown Rd	1.40	140	R				49-601 Stratton Major Rd				NA			NA		06/17/2003
(645) Page Ln	0.60	40	R				SR 14 Buena Vista Rd				NA			NA		06/17/2003
(645) Page Ln	0.60	40	R				Dead End				NA			NA		06/17/2003
(646) Curtis St	0.20	160	R				49-605 Plain View Lane				NA			NA		08/08/2000
(646) Curtis St	0.20	160	R				SR 14 The Trail				NA			NA		08/08/2000
(647) Milby Town Rd	0.80	70	R				49-678 Riverview Ave				NA			NA		06/26/2003
(647) Milby Town Rd	0.80	70	R				Dead End				NA			NA		06/26/2003
(647) Milby Town Rd	1.00	160	R				0.80 ME Dead End				NA			NA		06/26/2003
(647) Milby Town Rd	1.00	160	R				49-609 New Hope Rd				NA			NA		06/26/2003
(648) Kingston Rd	1.40	140	R				Dead End				NA			NA		08/08/2000
(648) Kingston Rd	1.40	140	R				49-605 Plain View Lane				NA			NA		08/08/2000
(649) Kays Ln	0.70	4	R				49-625 Byrds Mill Rd				NA			NA		06/02/2003
(649) Kays Ln	0.70	4	R				Dead End				NA			NA		06/02/2003
(650)	1.60	140	R				49-631 Smithfield Rd				NA			NA		07/27/2000
(650)	1.60	140	R				Essex County Line				NA			NA		07/27/2000
(651) Dewsville Rd	1.00	30	R				Dead End				NA			NA		06/02/2003
(651) Dewsville Rd	1.00	30	R				49-625 Byrds Mill Rd				NA			NA		06/02/2003
(652) Vessels Rd	1.40	45	R				49-721 W, Newtown Rd				NA			NA		06/02/2003
(652) Vessels Rd	0.60	190	R				49-641 Salvia Rd				NA			NA		06/02/2003
(652) Vessels Rd	0.60	190	R				49-721 E, Newtown Rd				NA			NA		06/02/2003
(653) Coates Ln	0.70	10	R				49-609 New Hope Rd				NA			NA		06/26/2003
(653) Coates Ln	0.70	10	R				Dead End				NA			NA		06/26/2003
(654) Davis Beech Rd	1.20	210	R				Dead End				NA			NA		10/03/2000
(654) Davis Beech Rd	1.20	210	R				SR 14				NA			NA		10/03/2000

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(655) Courthouse Landing Rd	1.00	60	R											NA		10/03/2000
(656)	0.40	2	R											NA		06/26/2003
(657)	1.28	100	R											NA		08/15/2000
(658) Travellers Rd	3.14	70	R											NA		06/17/2003
(659) Mantapike Landing Rd	0.60	100	R											NA		06/11/2003
(659) Mantapike Landing Rd	1.80	6	R											NA		06/11/2003
(660)	2.10	180	R											NA		08/01/2000
(661) Brookshire Rd	0.37	30	R											NA		06/17/2003
(661) Brookshire Rd	0.31	210	R											NA		06/17/2003
(662)	0.46	40	R											NA		06/09/2003
(663) Scuffletown Rd	0.31	60	R											NA		06/09/2003
(664) Peach Grove Rd	0.95	140	R											NA		06/02/2003
(665) Hell Bottom Rd	1.04	230	R											NA		06/02/2003
(666) Tuckers Rd	0.76	320	R											NA		06/17/2003
(666) Tuckers Rd	0.60	420	R											NA		06/17/2003
(667) Wrights Dock Rd	1.20	40	R											NA		08/08/2000
(668)	0.25	180	R											NA		08/15/2000
(669)	1.20	40	R											NA		06/09/2003
(670) Virginia Ave	0.15	70	R											NA		08/15/2000

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(671) Old Millwood Rd	0.87	50	R													06/02/2003
(672) Holmestown Rd	0.84	90	R													06/02/2003
(673) Martin Town Rd	0.79	160	R													06/02/2003
(674) Shepards Warehouse R	0.29	40	R													08/15/2000
(675)	0.32	10	R													06/09/2003
(676) Goulders Creek Rd	0.26	80	R													08/15/2000
(677)	0.26	20	R													06/02/2003
(677)	0.19	30	R													06/02/2003
(678) Riverview Ave	0.17	190	R													08/08/2000
(678) Riverview Ave	1.24	850	G	92%	0%	3%	1%	4%	0%	C	0.104	F	0.581	860	G	2005
(679)	1.18	20	R													08/08/2000
(680)	0.49	70	R													06/17/2003
(681) Allens Circle	0.28	280	R													06/11/2003
(682)	0.15	30	R													07/27/2000
(683) Gregory Ln	0.07	70	R													08/15/2000
(684) The Forge Rd	1.37	90	R													08/01/2000
(685) Fish Hatchery Rd	0.64	50	R													08/23/2000
(685) Fish Hatchery Rd	0.16	60	R													08/23/2000
(686) Ashby Rd	0.06	70	R													08/15/2000

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(687)	0.26	60	R													08/15/2000
(688)	0.15	20	R													06/17/2003
(689) Frog Pond Rd	0.26	10	R													08/11/2000
(690) Dudley Ferry Rd	0.26	70	R													08/15/2000
(691)	0.22	30	R													06/17/2003
(692)	0.06	80	R													10/05/2000
(693) Level Green Rd	0.40	70	R													08/11/2000
(700) Coxs Ln	0.14	90	R													06/26/2003
(701) Airville Rd	0.17	30	R													08/08/2000
(721) Newtown Rd	1.60	2700	G	93%	1%	2%	1%	4%	0%	C	0.109	F	0.723	2800	G	2005
(721) Newtown Rd	3.94	1800	G	93%	1%	2%	1%	4%	0%	F	0.090	F	0.53	1800	G	2005
(721) Newtown Rd	2.66	1700	G	93%	1%	2%	1%	4%	0%	F	0.096	F	0.564	1700	G	2005
(721) Newtown Rd	1.12	940	G	93%	1%	2%	1%	4%	0%	F	0.091	F	0.550	950	G	2005
(721) Newtown Rd	1.79	790	G	93%	1%	2%	1%	4%	0%	F	0.088	F	0.510	810	G	2005
(721) Newtown Rd	2.84	640	G	93%	1%	2%	1%	4%	0%	F	0.093	F	0.556	650	G	2005
(725) Riverview Rd	0.34	80	R													06/11/2003
(1000) River View Dr	0.40	100	R													06/11/2003
(1001) Rivers Bluff Ln	0.35	40	R													06/11/2003
(1001) Rivers Bluff Ln	0.15	45	R													06/11/2003
(1202)	0.20	30	R													08/23/2000

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Operational Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
1203	0.30	130	R			From: 49-629 Walkerton Rd					NA			NA		06/09/2003
						To: Dead End										
9211	0.09	80	R			From: Pleasant Hill High Sch					NA			NA		10/18/2000
						To: SR 14										
9212	0.12	30	R			From: Mariott Elem Sch					NA			NA		06/26/2003
						To: 49-721										
9493	0.05	90	R			From: K & Q Cen High School					NA			NA		10/18/2000
						To: 0.05 ME SR 14										
9493	0.16	120	R			From: 0.05 ME SR 14					NA			NA		10/18/2000
						To: SR 14										
9958	0.08	70	R			From: Lawson Elem Sch					NA			NA		10/18/2000
						To: 49-721										